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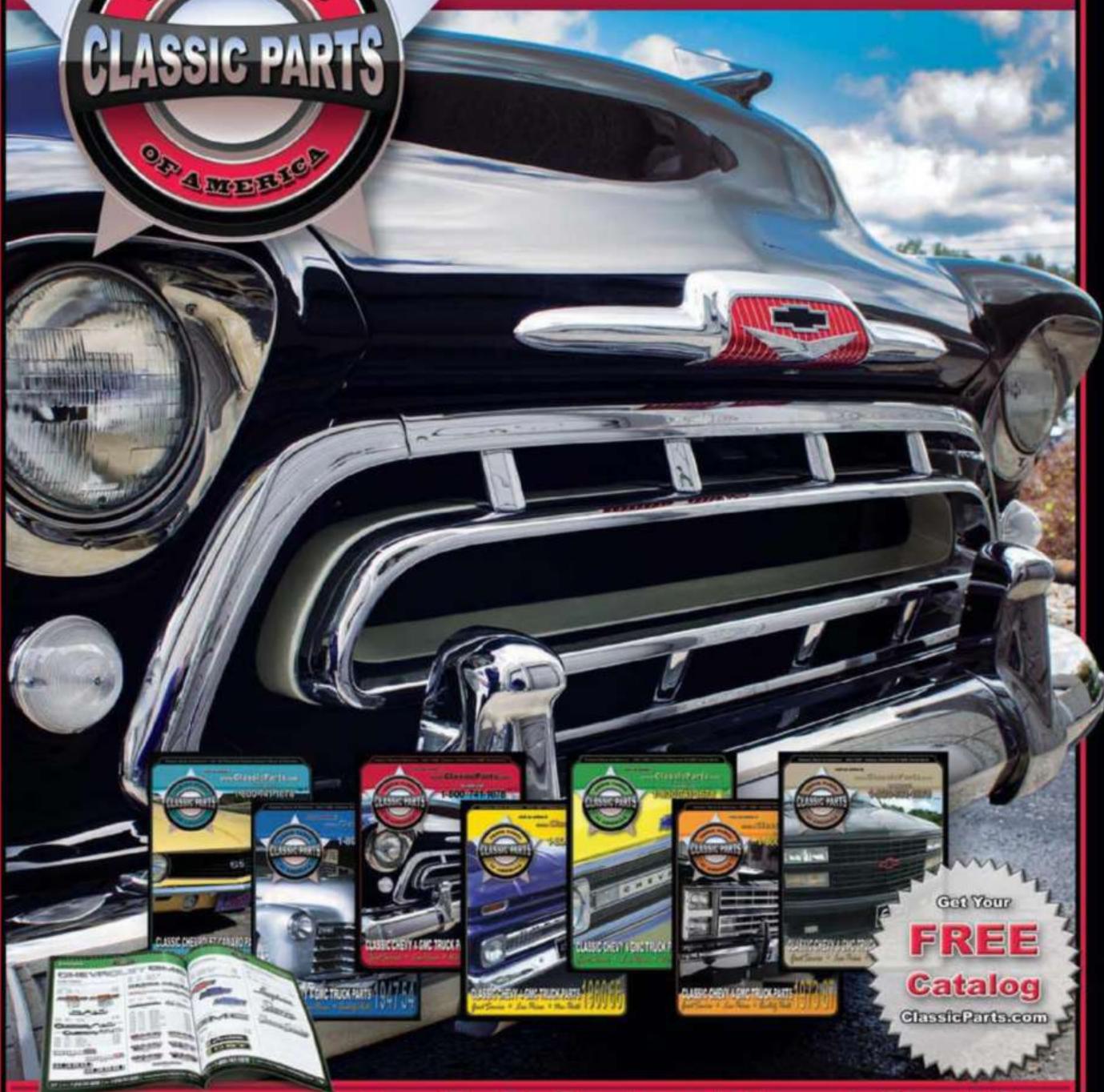
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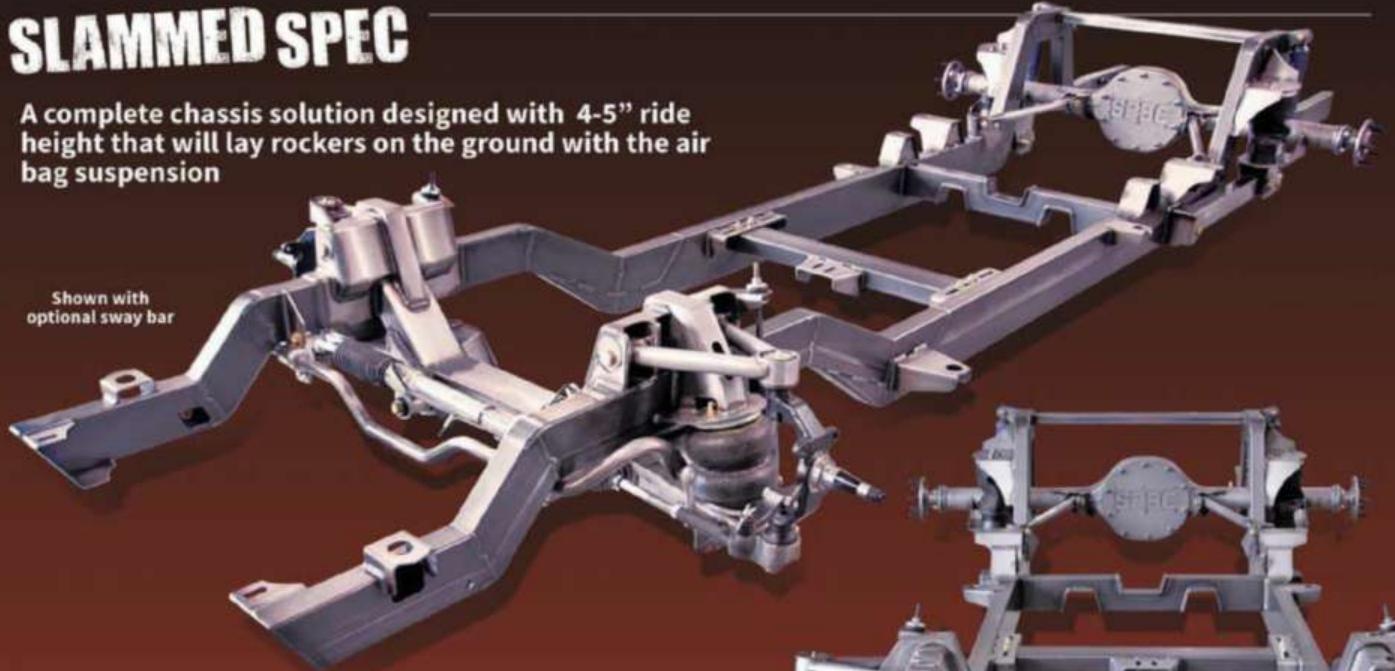


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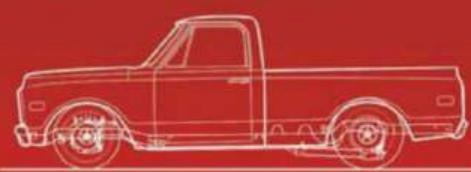
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» On the Cover:

Jeff Greening ain't slowin' down after 40 years of owning his '59 Apache and it shows, as evident in this month's cover shot, captured by Robert McGaffin.

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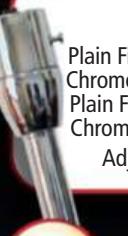
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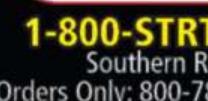
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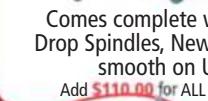


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Jim Carter



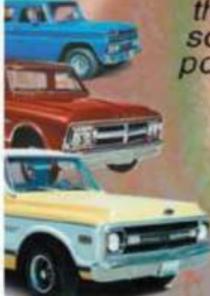
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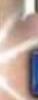
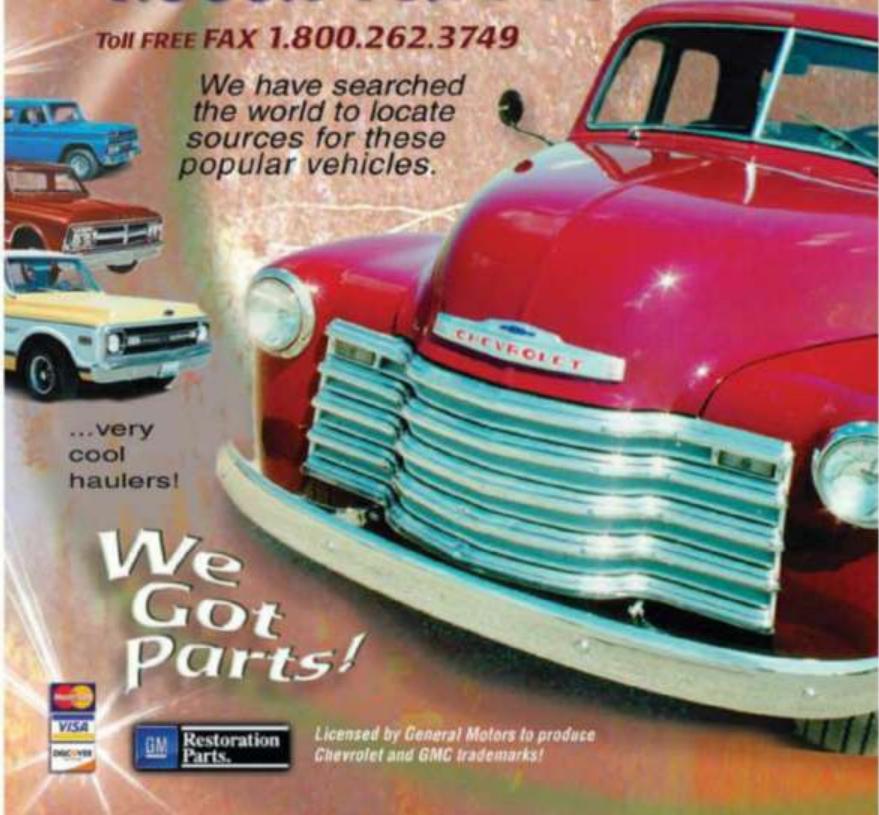
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All the Best, at Your Fingertips

by Ryan Manson | rmanson@enthusiastnetwork.com

It's an oft-conversed topic

we share the space with other such titles as *Street Rodder*, *Super Chevy*, and *Lowrider*. Given our rather broad demographics between said titles, it shouldn't come as a surprise that the number of readers who subscribe to the digital version of the printed magazine vary. What surprises me, however, is the fact that the guys that are picking up the various mags on their tablet, phone, or laptop aren't the young, millenials you'd expect.

Growing up in the late '80s and early '90s, I remember when email was in its infancy, when most parts companies didn't have a website, and faxing in a parts order was pretty cutting edge. Nowadays, I can purchase something on my phone with a single click.

This technological leap has affected our industry, as I'm sure you're aware, and has brought with it both negative and positive side effects. The negative is the fact that analog media as we all know it is struggling to find its place in the digital landscape. Borders and Blockbuster couldn't figure it out, but it seems Netflix and Amazon are getting the hang of things. And hopefully, so are we.

One of the things you'll notice this month is the little ad for our digital subscriptions. Now, I'm not trying to sell ya'll on one, just want to point it out in case you're one of those "modern men" who like to consume their content digitally. I know I'm getting there, but still prefer holding the printed page in my hand. Can't blame you guys if you feel the same way.

But though we may initially reject the idea, it brings with it some pretty amazing possibilities that we're only starting to discover. One of those is the ability to incorporate video into the stories. Imagine you're reading an engine build tech story (perhaps

'round the editorial office of *CLASSIC TRUCKS*, especially since

we share the space with other such titles as *Street Rodder*, *Super Chevy*, and *Lowrider*. Given our rather broad

demographics between said titles, it shouldn't come as a surprise that the number of readers who subscribe to

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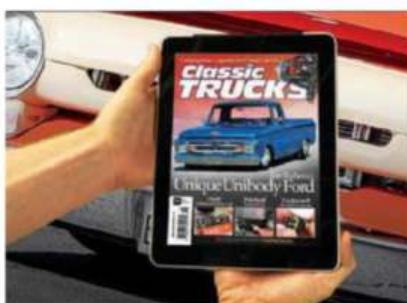
the one in this month's issue!) on your iPad and when you click on the dyno sheet, it opens up a high-resolution video of the dyno run. Or perhaps clicking on the engine shot in this month's cover feature opens another video that shows the truck making a pass at the local dragstrip. The interconnectivity of today's devices means that you'd also be able to comment and interact with other readers in real time, creating a virtual bench racing atmosphere anytime, day or night, with other truck guys around the world. That's pretty cool!

It truly is an exciting time if we embrace all this nerdy, electronic gizmo gadgetry that we might initially respond to with a negative knee-jerk reaction. On the other hand, perhaps that's exactly why we all gravitate toward old trucks, to avoid all this digital mumbo jumbo; to experience a more simpler time when windows were rolled up manually, doors needed to be locked by hand, and engines were tuned with screwdrivers and experience. Honestly, I like both sides of the equation and what they bring to the bigger picture, just don't expect me to hand over my keys to Google anytime soon!

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C10 Bolt-in REVO IFS and 4-bar:

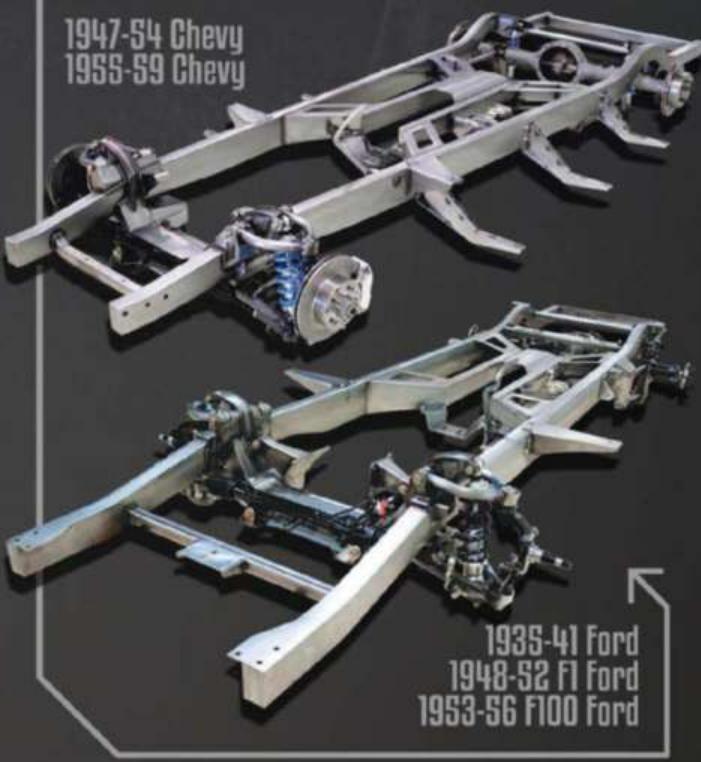


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Feature Story

Mighty Fine

Pack a Mild-Looking 1941 Ford With a Supercharged Coyote and Watch What Happens

By Tim Bernsau | Photography by Grant Cox



This 1941 Ford pickup was finished in the nick of time to face some serious competition. If it had debuted at a small local show, the truck would have had an easy time overwhelming the rest of the field. Instead, owner Don McCrosky decided to show it off at the 2014 SEMA Show, a gathering spot for thousands of the finest custom vehicles in the country. It was a smart move; not only was McCrosky's '41 1/2-ton perfectly in place at the event, but it was seen and appreciated by countless numbers of enthusiasts from every corner of the world.

Not a bad way to make a first impression – especially considering that Don started the project with the intention of building “a fixer-upper in good enough shape that I could do some work on it in my garage and get it on the road to drive around locally with my grandkids.”

Don spotted the truck on Craigslist in the Houston area. It had a modified original frame with a Mustang II

front clip, moved under the power of a 302 engine, and was advertised as having no rust. “I figured there was a real diamond in the rough here,” Don said. Although hoping for a homebuilt project, once he realized his diamond was a little rougher than expected, Don rented a trailer and towed the truck from Houston to Rogers, Arkansas, where Gary Hagar runs the H.A.C.K. Shack shop. “As soon as Gary

passed his hand over the front fenders and cab, I knew it was going to take a lot of work to get this truck straight.”

Not only was it made straight, it was kept all-steel, including the factory fenders and running boards. The cab was shaved of handles, locks, and trim – except for the hood “waterfall” which was hunted down on eBay (and had been stored in like-new condition for 50 years). Hidden





hinges clean up the lines further. The front bumper was rebuilt from two original 1941 pieces. A custom roll pan was fabricated with frenched 1939 Zephyr taillights and a 1941 Texas plate and holes for the exhaust pipes. A tigerwood floor was installed in the Mack Products steel repro bed. Don replaced the original tailgate with a 1940 version because of the stamped Ford V-8 logo.

Under the hood, the inner fenders and firewall were rebuilt to fit the new engine (a previous builder had recessed the firewall with a plastic wheelbarrow tray). The 302 has been swapped for a brand-new Ford Performance Coyote

5.0 engine topped with a Roush Stage III supercharger system. The massive motor packs the engine compartment; the alternator was reverse mounted for chassis clearance and the de-gas bottle provided with the Roush blower kit was moved to the firewall recess. Kooks headers carry exhaust to custom 3-inch pipes with MagnaFlow mufflers. The transmission is a 4R70W Street Smart Package from Performance

Automatic using a Smart Shift electronic controller. A Lokar LED Boot at the base of the shifter indicates gear selection.

Don had decided early that 675 horses pulling on a stock pre-war

chassis wasn't a good idea, so he chose to base the build on a Roadster Shop REVO III chassis. The RS IFS package starts with 4x4 boxed 'rails, with Wilwood 2-inch drop spindles and a power rack in front. Sway bars and AFCO Pro Touring coilovers front and rear improve ride and handling. A triangulated four-bar rear locates a new Ford 9-inch with 3.90:1 gears. The Wilwood disc brake system includes six-piston 14-inch rotors in front and four-piston 11-inch discs in back. The wheels are Coupe five-spokes from Foose Wheels, mounted with Nitto Ultra High Performance tires.



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The '41 was painted at H.A.C.K. Shack, using matte finish PPG Tonic Brown on the frame. The rest of the truck was shot with Rugged Amber from PPG's Crystallance glass flake collection.

The interior was designed for a clean look that didn't stray too far from the original look. The cut-up dash was restored to original configuration and Gary Hagar provided a design for an under-dash panel to locate the Vintage Air A/C vents. An original 1941 gauge panel (from eBay) was sent to Bob's Speedometer for the addition of a tach and 12-volt electronics. A custom bench seat was built to



replace the late-model buckets and Oz Custom Upholstery in Columbus, Kansas, covered the seats, door panels, and headliner with biscuit-colored leather. The A/C and Kicker stereo controllers are located in the glovebox. Other electronics hidden under the seats are accessible via a false trans tunnel.

That's how the classic truck that Don originally envisioned as a daily driver ended up, in his words, as a "top-notch resto-mod that should embarrass a lot of performance cars when on the street." After the SEMA Show in 2014, he spent a lot of time showing the truck at hot rod events, where most of the driving was in and out of the trailer. Although the level of the build changed during the project, Don's original purpose for building the truck never did. Now he's ready to use his redone '41 the way he always wanted, "going to pick up my grandkids and just cruising around!"

1941 FORD PICKUP

Don McCrosky

CHASSIS

➤ **FRAME:** ROADSTER SHOP REVO STAGE III
➤ **REAREND / RATIO:** FORD 9-INCH BIG-BEARING "TORINO" STYLE WITH TRU-TRAC POSI / 3.90:1
➤ **REAR SUSPENSION:** TRIANGULATED FOUR-BAR, AFCO PRO TOURING COILOVERS, SWAY BAR
➤ **REAR BRAKES:** WILWOOD 11-INCH DRILLED AND SLOTTED ROTORS, FOUR-PISTON CALIPERS
➤ **FRONT SUSPENSION:** ROADSTER SHOP IFS, WILWOOD SPINDLES, AFCO PRO TOURING COILOVERS, SWAY BAR
➤ **FRONT BRAKES:** WILWOOD 14-INCH DRILLED AND SLOTTED ROTORS, SIX-PISTON CALIPERS
➤ **FRONT WHEELS:** FOOSE COUPE BILLET FIVE-SPOKES 18X8
➤ **REAR WHEELS:** FOOSE COUPE BILLET FIVE-SPOKES 20X10
➤ **FRONT TIRES:** 225/40R18 NITTO NT555 EXTREME
➤ **REAR TIRES:** 275/35R20 NITTO NT555 EXTREME
➤ **GAS TANK:** RICK'S STAINLESS TANKS WITH AEROMOTIVE IN-TANK PUMP
➤ **DRIVETRAIN**
➤ **ENGINE:** 2011 FORD PERFORMANCE 5.0L COYOTE WITH ROUSH STAGE III SUPERCHARGER
➤ **HEADS:** FORD
➤ **INTAKE:** ROUSH
➤ **RADIATOR:** GRIFFIN PERFORMANCE
➤ **HEADERS:** KOOKS
➤ **EXHAUST/MUFFLERS:** CUSTOM 3-INCH CHROME CERAMIC COATED/MAGNAFLOW
➤ **TRANSMISSION:** PERFORMANCE AUTOMATIC STREET SMART 4R70W
➤ **SHIFTER:** LOKAR PRODUCTS 32-INCH WITH LED BOOT

BODY

➤ **STYLE:** PICKUP
➤ **MODIFICATIONS:** SHAVED HANDLES AND LOCKS, COWL VENT, BEAR CLAW LATCHES, CUSTOM FIREWALL
➤ **FENDERS FRONT / REAR:** ORIGINAL STEEL WITH CUSTOM INNER WELLS / ORIGINAL
➤ **HOOD:** ORIGINAL
➤ **GRILLE:** BOB DRAKE REPRODUCTIONS
➤ **BED:** MACK PRODUCTS, 1940 TAILGATE, PRO'S PICK HIDDEN LATCHES, TIGERWOOD BED FLOOR WITH STAINLESS STRIPS
➤ **BODYWORK AND PAINT:** GARY HAGAR AT HACK. SHACK
➤ **PAINT TYPE / COLOR:** PPG VIBRANCE COLLECTION CRYSTALLANCE GLASS FLAKE COLLECTION RUGGED AMBER
➤ **CHROME:** WHITWORX FINE METAL FINISHING
➤ **HEADLIGHTS / TAILLIGHTS:** 1939 FORD / 1938-'39 FORD ZEPHYR BLUE DOT
➤ **BUMPERS:** REBUILT SMOOTHED FRONT BUMPERS, CUSTOM REAR ROLL PAN
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Brothers

Chuck and Jeff Calhoun Have Two Quick Chevy Pickups

Feature Story

By Tommy Lee Byrd

Going fast is in the DNA of pretty much every car or truck guy, but it's not always easy or affordable to act upon that natural need for speed. Some folks opt for a crate engine and creature comforts in favor of a radical camshaft and upgraded fuel system. And while the simple approach is perfectly acceptable, the Calhoun brothers aren't interested in simple — they want to go fast. Chuck and Jeff Calhoun are truck guys who happen to have a thing for Chevys.

Chuck's truck is the Sunburst Orange '67 C10, while his brother Jeff's truck is the bright red '65 C10. Both trucks make



of Speed



lots of power, but they go about it in a different way, so the typical brotherly competition is in full swing. Chuck relies on a turbocharged LS-based engine, while Jeff makes horsepower with a tried-and-true aluminum-head small-block. Both trucks are street friendly, but make occasional trips to the dragstrip where bragging rights are on the line.

So, who comes out on top in this brotherly battle? So far, Jeff's '65

C10 has claimed the quickest elapsed time, with a best time of 7.808 at 89 miles per hour in the eighth mile. Chuck's turbo C10 certainly has the potential to outrun his brother's naturally aspirated combination, but transmission issues have prevented it from putting all the horsepower to the ground. When he gets the bugs ironed out, we're guessing Chuck's performance will encourage Jeff to up the ante and create a good old-fashioned grudge race. Jeff says

that's nothing a little nitrous won't fix.

Despite the intentions of going fast, the two C10s are nicely finished with no details left untouched. Beautiful paintjobs cover both trucks, and you won't find any outrageous body modifications — just simple custom touches throughout. Let's find out more about the Calhoun brother's trucks, and what makes them an awesome pair of potent pickups.



Chuck's 1967 Chevy C10

Chuck ran across this '67 C10 in 1999, and traded with a friend to take over ownership of the truck, which needed a lot of attention. For many years, he used it to haul off the trash, hauling anything he could find and chasing parts for other projects. Since then, it has gone through many changes to reach the configuration you see here. Chuck admits that the truck is an ongoing project, and will likely never be considered "finished."

Underneath, the chassis has been progressively updated and modified to give the truck a lower stance and better handling. The front suspension is lowered 3 inches, thanks to a set of drop spindles, and now features disc brakes with a Hydro-boost system. Chuck upgraded the steering system with a steering box from an '87 C10, which offers a quicker steering ratio. Out back is a 12-bolt rearend, set up with 3.73 gears, and a Positraction differential. The rear brakes are made up of scratch-built brackets to accommodate 2005 Corvette disc brakes. Chuck installed lowering springs to bring the ride height down a total of 5 inches in the rear. He then converted the front and rear to a five-lug bolt pattern, and bolted on a set of polished American Racing Torq Thrust II wheels, sized at 17x8 inches and wrapped in Goodyear GTII 255/60R17 raised white letter tires.



Of the two pickups, Chuck's '67 C10 certainly has the most wow factor under the hood. He opted for a modern powerplant, a 6.0-liter "LQ4" engine from a 2007 Chevy truck. This Vortec engine is based off the popular LS platform, so it had lots of potential for power and plenty of life left in it with only 7,000 miles on the clock. Chuck kept the stock bottom end, as well as the original cylinder heads, but utilized a Hummer H3 oil pan to fit the modern engine into the C10 without clearance issues. The Comp Cams hydraulic roller camshaft is mild, but works well with the T-76 Q-trim turbocharger, which is the biggest conversation piece of

the entire build. The turbo gets a lot of attention, and it's plumbed with stainless steel piping, which starts at a set of Stainless Works headers and ends with a pair of Flowmaster mufflers and stainless steel tailpipes. For now, the maximum boost pressure is 8 pounds.

To support the additional horsepower from the turbocharger, Chuck's 6.0-liter engine is equipped with a custom aluminum fuel tank and dual Racetronix fuel pumps that send 93-octane fuel to the 60-pound injectors. InTune Motorsports tuned the turbocharged engine to be manageable on the street, yet still make plenty of power when Chuck





takes the truck to the local dragstrip. Power application is controlled by a 4L65E automatic overdrive transmission, equipped with a Yank 2,600-rpm torque converter.

Although Chuck still has some testing and tuning ahead of him, the exterior and interior of his truck is immaculate. The truck has all new bed panels, and a few custom touches that required some moderate metal fabrication. The original fuel filler hole is now smoothed, and Chuck shaved

all of the emblems for a clean look. The PPG Sunburst paint is sanded and buffed to a slick finish, and offers the finishing touch for Chuck's classic Chevy.

Inside, the truck features a mostly stock interior, with a recovered bench seat and door panels, finished in black. The sunburst orange paint covers the steel portions of the interior, while Auto Meter gauges fill the original cluster. A tilt steering column mounts a woodgrain three-

spoke steering wheel for a classic look, while an Alpine CD player provides a modern convenience to this old pickup. Another creature comfort consists of the Classic Auto Air A/C system, which gets put to use on humid summer days in Tennessee. Between the stance, paintjob, interior, and turbocharged engine, Chuck's C10 offers a nice blend of old and new, and the final result is a dependable truck that he and his wife Darlene can enjoy on a regular basis.

Jeff's 1965 Chevy C10

The differences between the brother's trucks are numerous, and Jeff's leans more toward the traditional side of the spectrum. Instead of the metallic paintjob, Jeff's truck is coated in Victory Red, and instead of a high-tech turbocharged engine, Jeff opted for an all-motor small-block Chevy. His '65 C10 offers good looks and great performance, while still being mild enough to drive on the street.

Suspension modifications are similar to Chuck's truck, with 3 inches of drop up front and 4 inches out back. Jeff used drop spindles and drop springs to lower the front ride height, and upgraded to an '86 Chevy truck sway bar. The power steering system is from a '72 Chevy pickup, as are the disc brakes, which changed the wheel bolt pattern to the more popular five-lug configuration. Rolling stock consists of polished American Torq Thurst II wheels, the same size as Chuck's, and wrapped in Toyo 255/6R17 tires for the street. For track use, Jeff uses a set of 15-inch Americans and Goodyear radials.

The rearend is a stock 12-bolt housing that utilizes an Eaton differential with 3.73 gears. The stock rear axles have been redrilled to feature a 5-on-5-inch bolt pattern. Jeff fitted a set of Astro Van rear brake rotors to the rearend, and finished off the brake setup with a pair of '72 Chevy truck calipers.

Under the hood, the powerplant looks like a basic small-block, but it's far from it, boasting 406 cubic inches, and a laundry list of go-fast parts. It all starts with an Eagle crankshaft, Scat rods and Speed Pro

forged pistons, which create an 11.0:1 compression ratio. The aluminum cylinder heads are Dart Pro1 215cc castings, packed with 2.05- and 1.60-inch valves, and outfitted with COMP Cams valve springs and pushrods. The camshaft is also a COMP stick with 255 degrees of duration on the intake side and 262 degrees on the exhaust, measured at .050-inch lift. Fuel is provided by a 750-cfm Barry Grant carburetor, mounted atop an Edelbrock Victor Jr. intake manifold, while fire comes from an MSD Pro Billet distributor and 6-AL box. Hedman

headers send exhaust gasses into a 3-inch exhaust system, complete with Magnaflow mufflers.

Behind the healthy small-block is a TH350 automatic transmission, which is mildly modified with a shift kit and a Boss Hog 3,000-rpm stall torque converter. Despite Jeff's tendency to take his truck down the dragstrip, he retained the column shifter. Other interior details include gray leather upholstery, and a stock gauge cluster with the addition of a vacuum gauge from a '67 GTO and an Autogage tachometer. The steering column came from a '72 Chevy truck, while the Grant woodgrain perfectly matches his brother's truck. An American Autowire wiring harness provides juice to all of the electronics, including the Sony CD player and Memphis speakers.

When it came time to repair the body and paint on his '65 C10, Jeff repaired the normal rusty areas (rocker panels, kick panels, and lower front fenders) and then straightened the panels in preparation for paint. He then called in help from Mike Raby to apply the Sikkens Victory Red base/clear paint, which turned out beautifully. Other help throughout the build came from



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Brothers of Speed >



Chuck Calhoun, Scotty Martin, Will Phillips, Jerry Beavers and several folks from the 1947-Present GM Truck forums.

And though Jeff's truck has very specific details that differentiate it from his brother's sunburst C10, the two trucks make a nice pair when parked together. You begin to notice the similarities when the trucks are together, even when the trucks are lined up together at the dragstrip. It's a brotherly battle between two killer C10s, and it always ends with smiling faces and a little less rubber on the tires. ☺

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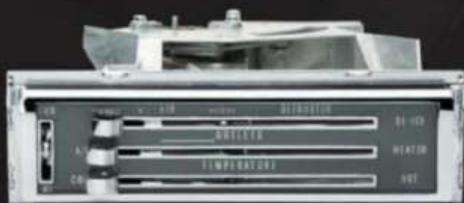
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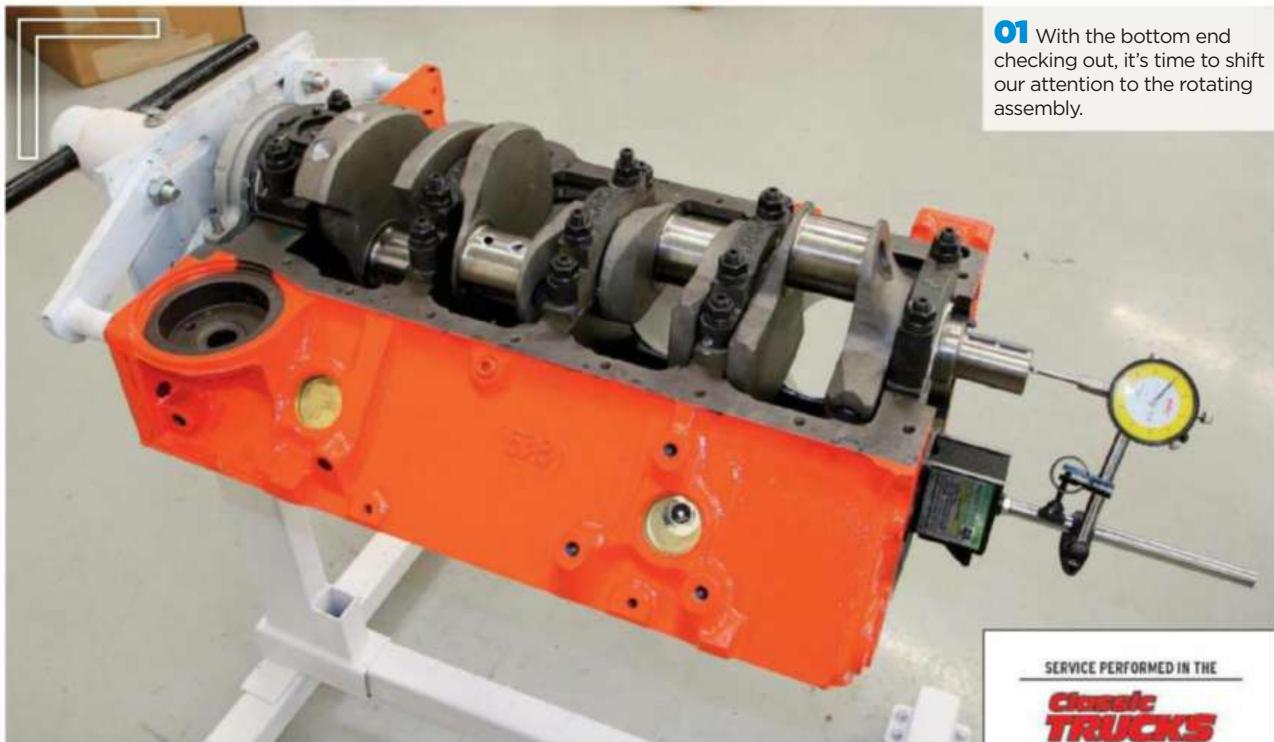


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01 With the bottom end checking out, it's time to shift our attention to the rotating assembly.

ROUND AND ROUND, UP AND DOWN

Assembling a Bulletproof Rotating Assembly

by Ryan Manson

With the foundation of our 383ci Chevy build in place, thanks to the installation of the forged Eagle 3 3/4-inch stroked crankshaft, it's time to move on to the rotating assembly. That means it's time to file the rings, unwrap the Mahle forged pistons and Eagle ESP rods before dropping in each piston assembly. Like when we installed the crank, we'll also be checking the bore measurements, as well as the piston to wall, rod bearing, and connecting rod side clearance.

Since we're using a rotating assembly that is perfectly matched to the specs of our Summit Racing machined block, there shouldn't be any surprises that arise when it comes to the rotating assembly, but it's a good idea to check just in case as any mistake at this point could prove costly once the engine is fired up on the

engine dyno.

With everything checked out, we were off and running, dropping hunks of aluminum and steel in the bores of our block. This is the point where engine building starts to get exciting as the whole assembly really comes to life with every turn of the crank. This is also the point where any

overlooked detail can rear its ugly head, so care must be taken to achieve the proper clearances and ring end gaps prior to assembly. Thankfully, Summit Racing has gone above and beyond to ensure that even the most rudimentary engine builder (me!) can assemble an engine without the aid of an Indy Car crew chief. ☺

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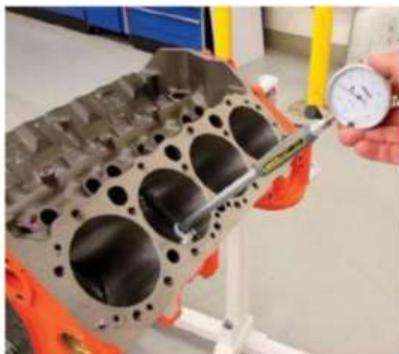


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02 The specs on our block were double checked once again for good measure before dropping the pistons in place. Using the same process that we used to check the bearing clearances, first each piston is measured, then the bore is measured and the difference noted; this is our piston to cylinder clearance. For our application, it should be between 0.002-0.003-inch as measured $\frac{1}{4}$ -inch from the bottom of the piston skirt.



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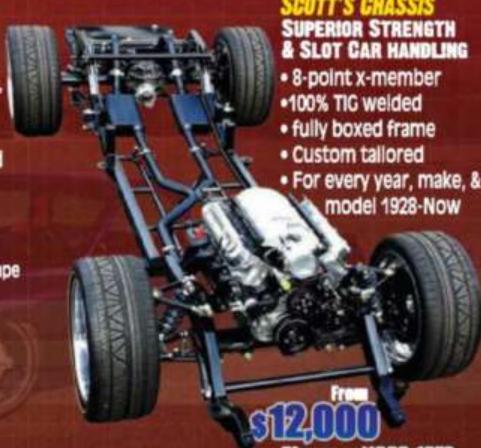
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03 As mentioned when we covered the bottom end build, we sourced the entire Eagle rotating assembly from Summit Racing, including the Mahle forged pistons, rings, and Eagle ESP H-beam rods. Piston pins and circlips as well as low-profile ARP 2000 rod bolts were also included in the kit. These pistons feature a -16cc inverted dome designed for a final compression ratio of 8.8:1 when combined with a 70cc cylinder head. This lower CR will allow us to put some boost into the engine without fear of detonation or having to run super-high-octane fuel.



04 The Mahle performance rings included in our Summit Racing kit are of the file-to-fit variety. That means the top and second ring of every piston needs to be filed until the recommended end gap is achieved when compared to the cylinder bores in our engine block. For our application, that meant a ring gap of 0.020-inches for the top compression ring and 0.016-inches for the second. While there are a variety of ring gap filing machines out there, sometimes you just can't beat the simplest method: a file mounted in a vise. Holding the ring nice and square against the file, the ring is carefully drug across the surface, slowly removing material and creating the necessary end gap.

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05 All of our rings were too large for the bore of our engine, so filing first and then checking the end gap as we progressed was the only way to make it happen. Working slowly and checking the gap often allowed us to maintain consistency and accuracy. When measuring the end gap, I used one of our Mahle pistons to push the ring squarely into the bore approximately 1 inch from the deck of the block. A feeler gauge was then used to determine the end gap.



06 To ensure that each ring stayed with the cylinder which it was measured against, I left the rings in place as they were filed.



07 Our Summit rotating assembly kit came with King Racing bearings, which we're installing on the Eagle rods in order to check the rod bearing clearance, just like we did with the main bearings. Two things are worth noting when it comes to installing the rod bearings, and that's the chamfer on the rod itself and the bearing tang that helps locate and hold the bearing shell in place.

08 With the rod bearing clearances checking out, it's time to mate the pistons with the connecting rods. Our Mahle pistons utilize round wire locks to retain the piston pins, which can be a bit tricky to install at first. The most important thing is to not squeeze or compress the



lock as this may compromise its spring tension, leading to failure. Instead, one end of the wire lock is placed in the piston groove while the lock is fully worked into the groove using a blunt tool. Once in place, a gentle tap using a wooden dowel against the pin will help ensure proper seating of the lock. Note that a light coating of assembly lube was used to help promote lubrication upon initial start up.



09 Now it's time to install the rings, starting with the bottom oil ring rail. Alignment of the ring gaps is important to reduce the possibility of blow-by and lost compression. Here, the top compression rings are installed for illustration purposes, with their end gaps staggered 180 degrees apart.



10 The oil ring expander's gap range should fall in the same vicinity as the top compression ring's gap...



11...while the top and bottom oil ring gaps should flank that of the bottom compression ring. At the end of the day, the goal is to provide the path of most resistance when it comes to any air, oil, or fuel getting past the rings.



13 ARP's piston installation tools are bore specific, so be sure to get the corresponding size for your application; 4.030 inches for this build. Simply check the ring gaps one last time before applying a light coating of engine oil to the piston, then the assembly is slowly dropped into place. A light tap of a rubber mallet should be all that's necessary to drive it home. Be sure to orientate the piston in accordance to any valve clearancing that's machined into the top of the piston as well as the aforementioned chamfer on the bottom of the connecting rod as this meshes with a similar chamfer on the crank.



14 Care must be taken when dropping each connecting rod/piston assembly into the engine so as to not damage the crank journals. If our con rods were equipped with studs, we could have used a set of ARP Rod Bolt Extensions to ease installation even further.

12 If you've ever wrestled with a junk piston installation tool, you know how frustrating it can be trying to stuff a three-ringed piston into its bore. Been there, done that, so when it came time to start dropping in the slugs, I opted to use ARP's Tapered Ring Compressor to ensure that every piston dropped safely into the engine block without snagging any rings.



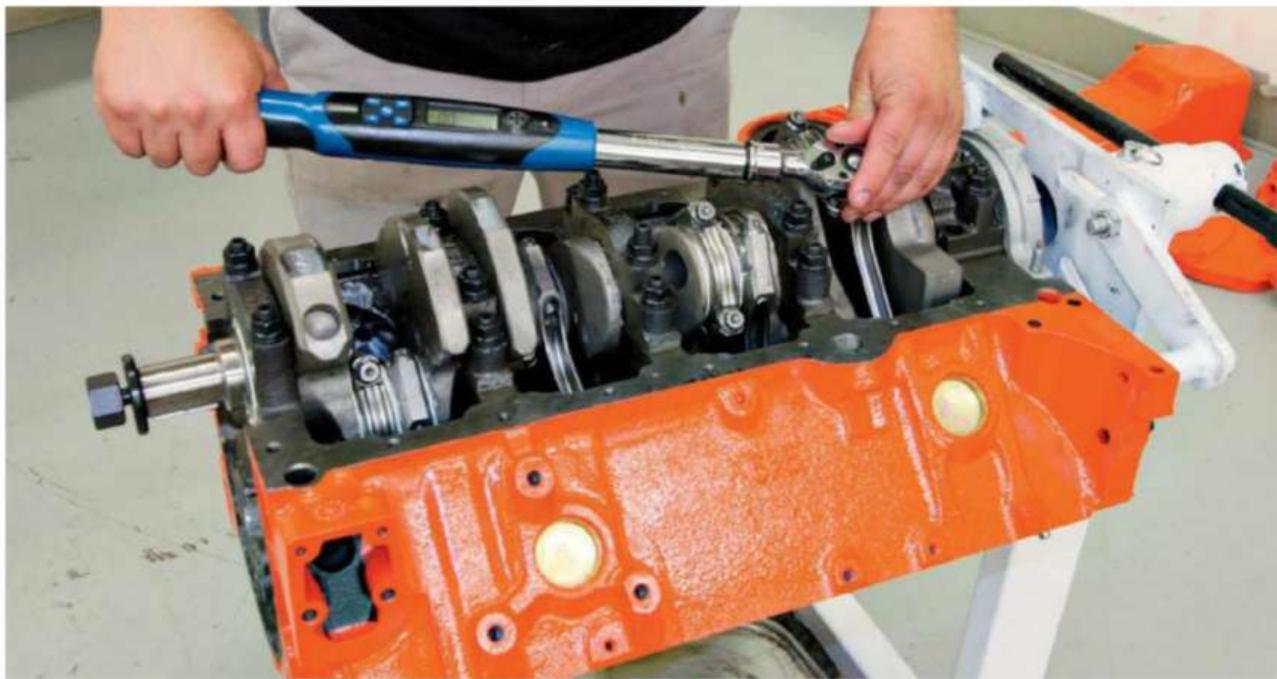
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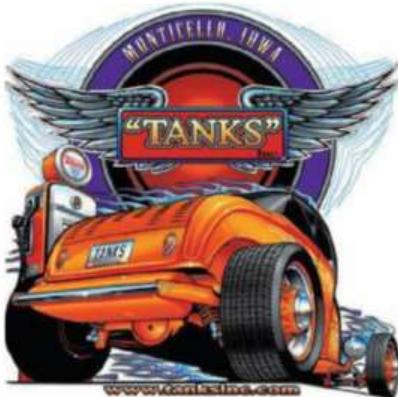
15 Working from the front of the engine, each assembly is installed with one half of the rod bearing in place, followed by the cap and corresponding bearing half. Following an initial torque of 35 lb-ft, the crank is then spun to ensure that the new, added assembly is not problematic. If everything checks out, the rod bolts are then torqued to their final setting of 75 lb-ft and the assembly spun and checked out again. This process is repeated until all eight cylinders are filled with forged aluminum slugs.



16-17 The last thing to check before our rotating assembly is sorted is the connecting rod side clearance. Measured on either side of every connecting rod using a feeler gauge, the clearance should be in the neighborhood of 0.010-0.020-inch.



18 To provide plenty of lubrication to the small-block's internal components, I'll be using a high-volume, high-pressure Milodon pump (#MIL-18750), sourced from Summit Racing, mated to a Milodon 18307 pickup. An ARP oil pump driveshaft (#134-7901) kit will mate the pump to the distributor.



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19-20 A

corresponding Milodon oil pan (#31501) will also be used, which features a 5-quart capacity and windage tray to help contain the oil supply. Milodon's one-piece oil pan gasket is a huge improvement over the older four-piece gaskets and once you use one, you won't go back.



21-22 Installing the pickup in the pump body is pretty straightforward but can be easily botched if care is not exercised. For starters, the pickup should easily press into the pump housing. Placing the pickup in the freezer for a few hours will allow it to shrink sufficiently so that it can be installed by hand. Once fully home, the two retaining fasteners can be snugged up, held in place indefinitely by a drop of Loc-Tite. Next, the ARP oil pump driveshaft is dropped into the block, followed by the oil pump assembly. At this point, it's important to check for clearance against the installed assembly and the depth of the oil pan; $\frac{1}{4}$ - to $\frac{3}{8}$ -inch is recommended.

23 At this point, our bottom end is ready to be covered up for good!





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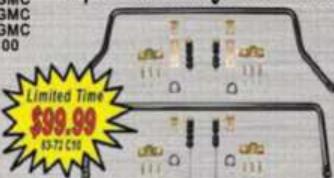
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Too Perfect to Part

Though Picked for its Pieces, Lyle and Christina Vass' '68 Mercury Muscle Truck Upstaged its Recipient

Feature Story  By Chris Shelton

Philosophers and scientists will tell you there's no such thing as perfection. But as far as donor trucks go, the '68 Mercury 3/4-ton pickup that Lyle Vass found in a farmer's field four hours east of Calgary was the perfect candidate to complete another project, one of nine '68 Mercury crew-cab pickups.

But something curious happened when he got it back to his Strathmore, Alberta, shop, Rods n Restos. "When I started stripping the truck I realized it was too good to part out," he admits. Seeing an opportunity, he says he decided to just make it run, swap the suspension, and throw it on the road as is. "My goal was to have it on the road in three to four weeks," he noted. It made sense to touch up and fix a few things on the way, but it looked like a slam-dunk deal.

Along with friend Kevin Williams and employees Robert Lee and Sam Hutchinson, Lyle tore into the truck. Starting with the chassis, he swapped the twin I-beam for an

'09 Crown Victoria subframe. Being from a Police Interceptor, it boasts the bigger 12½-inch brakes and heavier anti-roll bar. Lyle had Eaton Detroit wind a new set of coils for it. Things like drop spindles don't exist for Crown Vics so to get the ride height where he wanted, the crew Z-cut the frame 3½ inches where the crossmember mounts.

Who needs overdrive when running a steep 3.08:1 gear and enough torque to pull it? A narrower '91 Crown Vic 8.8 axle also boasts a limited-slip carrier, making it a real performer. Lyle pulled a few plates from the pickup's rear springs and mounted the axle above the leafs, a modification that required a frame notch.







Under the heading of, "since we're already here," Lyle and the crew cut 16 whopping inches from the frame's length in anticipation for a shortbed conversion. There's more to the bed than just the shorter profile; Lyle made the inner bed walls from scratch, shaved the tailgate handle, and re-skinned the inner tailgate wall.

The project acquired an objective along the way. "The idea was to build a '60s muscle truck," he says. "This is what Mercury should have built to compete with the muscle car market, similar to the Lightning and 454SS that Ford and Chevrolet built in the 1990s."

Lyle employed as many period-correct parts and techniques as possible to achieve the effect. He shortened a Cougar Eliminator hood scoop to match the pickup hood's proportions. He also machined dies to form the dimples that accommodate the '68 Shelby twist-lock hood pins. And yes, they're functional too. To further drive home the muscle car twist, he inverted the paint detailing on the side trim so it appears mostly black with a silver highlight. To give the front wheels the room they needed at the new stance, Lyle fabricated new inner-fender panels. And to fix what tin that Mother Nature rusted away, Lyle replaced the fender bottoms and cab corners.

The interior underwent a similar transformation. Lyle shaved the dash, painted the gauge cluster Ford Parchment, and had Acorn Graphics in Calgary re-face the gauge faces with black lettering printed on clear vinyl. Rather than let the contemporary Old Air Products Hurricane climate-control system spoil the vintage look, Lyle formed a box around it and adorned it with a pressed panel from a 1948 to 1950 Mercury pickup radio-delete plate. Old Air also supplied the chrome vents in the gauge cluster.

Steve Ottens at Old Iron Kustoms and Upholstery in Strathmore, Alberta, trimmed a 1993 Ford XLT seat and a booster seat for Lyle's son, Lane, in the factory Parchment vinyl. Lyle eliminated the door vent windows; Dominion Auto Glass in Calgary cut the glass for the conversion. Lyle also modified the stock column to work with the Crown Vic rack. To prove the point that stock parts are just as worthy as aftermarket, Lyle kept the pickup's original steering wheel.

The cab's factory wiring harness remains, but Lyle made the rest from restoration-grade wire and plugs to run through the frame channels and wheelwells. A set of '80s Mustang door switches actuate matching Mustang



power door locks and Electric Life power windows. Dakota Digital made the cruise control. The cab boasts an array of Kenwood audio components, from a KDC X496 receiver, XR-4s



amplifier, KFC-1393PS coaxial drivers in the kick panels, and a Rockford Fosgate P3SD4-8 8-inch subwoofer in an enclosure under the seat.

Given the missing hood and the modifications and repairs to the body, it's safe to assume that the patina finish on it is false. And you'd be correct, but only about 25 percent correct; most of the paint on the truck is what was on there the day Lyle dragged it out of the farmer's field. The rest was spotted in with PPG Omni in the stock Ford Swiss Aqua color. "If I had to do it again I wouldn't shorten the bed sides by cutting and welding," he admits.

"You can actually do it by cutting a few inches short of how much you need to remove then by folding the edge over a buck or with a dolly and hammer. If I did that then I wouldn't have had to paint the places where I welded."

Finding appropriate looking wheels proved more difficult than anticipated. As strange as it seems, the Vic track is too wide for dent-side trucks. It's not so much a deal killer, but it requires wheels just the right width and with a bunch of positive offset (pronounced backspace). Lyle found OEM-style wheels in the diameters he wanted, but the vendor refused to build them to his truck's specific dimensions.

Undaunted, Lyle ordered a production set anyway and sent them to a machinist who cut them apart. He narrowed the 18-inch rims to 7.5 inches and reassembled them with a whopping 6 1/4-inch backspace. He narrowed the 20s to 8 1/2 and rebuilt them with a more conventional 4.5 inches backspace. The front wheels mount 215/45R18 Pirelli P-Zero Rossos; the rears, 275/35R20 Goodyear Excellence Run Flats.

Lyle Vass is the first to admit that his truck is far from perfect. After all, to most eyes it needs a coat of paint. But those who get it understand the calculated perfection in his '68. Proof is in the way people react to it; it consistently steals the show from the seemingly perfect-looking ones around it at any given show.

And the crew cab that Lyle intended to reanimate with parts from this truck? Well let's just say it's going

to have to wait for another farm truck to show up. And for its sake, we hope it's not quite so perfect. ☀

1968 MERCURY PICKUP

Lyle and Christina Vass

CHASSIS

► **WHEELBASE:** 115 INCHES

► **MODIFICATIONS:** SHORTENED 16 INCHES, FRONT STEPPED 3 INCHES; C-NOTCHED REAR BY RODS N RESTOS, STRATHMORE, ALBERTA, CANADA

► **REAREND / RATIO:** CROWN VICTORIA 8.8 WITH TRAC-LOC / 3.08:1

► **REAR SUSPENSION:** PARALLEL LEAF, PLATES PULLED FOR STANCE AND WEIGHT CAPACITY. LOWERING BLOCKS AND LMC DROPPED DAMPERS.

► **REAR BRAKES:** POLICE INTERCEPTOR

► **FRONT SUSPENSION:** 2009 CROWN VICTORIA POLICE INTERCEPTOR SUBFRAME WITH EATON DETROIT SPRINGS

► **FRONT BRAKES:** POLICE INTERCEPTOR 12-INCH ROTORS AND DUAL-PISTON CALIPERS

► **FRONT WHEELS:** MODIFIED FORD DISC STYLE, 18X7.5; 6.25 INCHES BACKSPACE; 20X8.5; 4.5 INCHES BACKSPACE

► **TIRES:** PIRELLI P-ZERO ROSSO, 215/45R18 PIRELLI, FRONT; GOODYEAR EXCELLENCE RUN FLAT, 275/35R20, REAR

► **GAS TANK:** STOCK IN-CAB

ENGINE

► **MAKE:** 1968 FORD

► **DISPLACEMENT:** 390CI

► **INDUCTION:** 750-CFM HOLLEY 4150

► **IGNITION:** STOCK WITH MODIFIED ADVANCE CURVE AND PERTRONIX IGNITION MODULE

► **COOLING FAN:** 19-INCH BELT-DRIVEN

► **RADIATOR:** CHAMPION THREE-ROW ALUMINUM

► **EXHAUST / MUFFLERS:** 2 1/2-INCH STEEL MANREL BENDS WITH FLOWMASTER MUFFLERS, RODS N RESTOS

► **OTHER ENGINE FACTS:** ALL EXTERNAL ENGINE SURFACES WERE GROUND AND PAINTED SATIN NICKEL

► **OTHER ENGINE NOTES:** RARE MERCURY 427 ACCESSORY-DRIVE SYSTEM WITH CUSTOM-BUILT STEEL BRACKETS (RODS N RESTOS)

► **TRANSMISSION:** FORD C6 BY NATIONAL TRANSMISSION, CALGARY, ALBERTA

► **DRIVESHAFT:** PAT'S DRIVELINE, CALGARY BODY

► **BODY MODS:** RODS N RESTOS

► **HOOD:** CUT FOR COUGAR ELIMINATOR HOOD SCOOP; COLOR MATCHED TO EXISTING PAINT

► **PAINT TYPE / COLOR:** PPG OMNI ACRYLIC ENAMEL / SWISS AQUA

► **HEADLIGHTS / TAILLIGHTS:** UNITED PACIFIC LED CRYSTAL / STOCK LENSES WITH REVERSE LIGHTS TINTED RED

► **BUMPERS:** SHAVED AND TUCKED

► **OTHER BODY ITEMS:** ALUMINUM TONNEAU-COVER FRAME WITH CANVAS COVER

INTERIOR

► **INSERT / GAUGES:** PARCHMENT PAINT DETAIL; ACORN GRAPHICS, CALGARY FACE GRAPHICS

► **STEREO / SPEAKERS:** KENWOOD KDC X496 RECEIVER, XR-4S AMPLIFIER, KFC-1393PS COAXIAL DRIVERS IN THE KICK PANELS, AND ROCKFORD FOSGATE P3SD4-8 8-INCH SUBWOOFER

► **AIR CONDITIONING:** OLD AIR PRODUCTS HURRICANE WITH OLD AIR VENTS

► **WIRING:** STOCK IN-CAB WITH AFTERMARKET EXTERIOR BUILT WITH RESTORATION-GRADE PLUGS

► **STEERING WHEEL:** STOCK, PARCHMENT FINISH

► **STEERING COLUMN:** STOCK, MODIFIED FOR STEERING RACK

► **INTERIOR MIRROR:** SPEEDWAY MOTORS

► **SEAT:** 1993 FORD XLT SEAT

► **UPHOLSTERER:** STEVE OTTENS, OLD IRON KUSTOMS AND UPHOLSTERY IN STRATHMORE, ALBERTA

► **MATERIAL / COLOR:** OEM FORD PARCHMENT

► **CARPET:** AQUA NYLON LOOP

► **SEATBELTS:** JULIANO'S THREE-POINT RETRACTABLE

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TRAILING ARM TRANSFORMATION

Rear Suspension Upgrades for C10 Trucks

by CT Staff

When it comes to the trailing arm design of the C10 pickup, it's a pretty proven foundation for performance (NASCAR likes it!), but there are a few things that can be improved upon, especially on a lowered truck. Bobco knew this well when he recently drifted away from his Ford roots to build a '67 Chevy. Partnering with Classic Performance Products (CPP) to sort out the suspension responsibilities, he knew he had what it took with CPP's Deluxe Chassis Kit to get his truck to sit, handle, stop, and perform like he expected.

Part of that kit is a new center crossmember. The stock version of this crossmember hangs really low and is a point of interference with the ground on lowered trucks. CPP solved this problem with their crossmember design. Manufactured from $\frac{1}{4}$ -inch-thick steel, this custom crossmember moves the trailing arm mounting point

up nearly 5 inches in order to maintain the proper pinion angle on lowered trucks. This also resulted in a less drastic driveshaft hoop, increasing ground clearance again. CPP's crossmember even accepts bolt-in carrier bearings for those trucks equipped with a two-piece driveshaft.

CPP now offers a redesigned tubular upper

shock crossmember, bent up from $\frac{1}{4}$ -inch tubing, that mounts in the stock crossmember's place. It also does double duty, helping to stiffen the frame from the coil spring load.

The kit includes two new tubular and gusseted trailing arms. With huge bushings at the front mounting point, these heavy-duty arms will

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916-1947

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01 The crossmembers that will need to be removed and replaced with new CPP pieces include the main center crossmember that mounts the forward pivots of the trailing arms. That small stock exhaust hanger bracket will be leaving too. It's ugly and it won't be reused anyway.

not flex when put under the rigorous loads of going around corners fast. They also feature built-in emergency brake cable bracketry and accept an optional bolt-in sway bar.

While Bobco was overhauling the rear suspension, he thought he ought to address the six-lug bolt pattern on the rear so as to match the new 5x5 lug

pattern at the front of his C10. Since the six-lug flanges don't lend themselves to be redrilled to a 5x5 pattern, in the past the option was to either use wheel adapters or to simply swap out the rearend. Thankfully, CPP stepped in with a solution in the form of an axle kit that will even upgrade the stock drum brakes to big discs if desired.

02 This stock rear shock mounting crossmember will also be replaced. The angled gussets that mate to the bottom of the framerail will be removed as well. The new CPP Totally Tubular upper shock mounting crossmember will handle the gusseting that is being removed.



03 With the entire rear suspension removed from the chassis, it's time to get started.

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04 There are several ways to remove the rivets Chevy so generously put in these frames. Grinding the heads off of the easy ones to get to and artfully using a cutting torch for the harder ones works well. If you are careful and highly practiced at it, you can torch just the rivet head and not gouge the framerail.



05 The air impact driver usually will pop the rivets right out after the heads are gone.



06 After the rivets were removed the crossmember just about fell out. Here you can see the main differences between the stock item and CPP's version; the trailing arm mounts are flipped and the bottom of the new crossmember has been flattened out for added ground clearance.

07 The new crossmember fit perfectly within the framerails and all the rivet holes lined up with the holes in the crossmember, bolting right in with the provided Grade 8 hardware.



08 One crossmember swap down, one to go!

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09 Next, CPP's C-notch kit will be installed. Made from 1/4-inch steel plate, they are preformed and ready to install. The kit includes the sections for each side, fasteners, and bumpstops to help that lowered truck gain some much needed frame clearance.



10 Before installing the C-notch, these stock bumpstops and brackets need to be removed first...



11...which was handled when the stock shock crossmember was discarded.



12 The frame needs to be cut in order to install the C-notch kit. Using the new C-notch as a template, it's lined up with the existing holes that will serve as the mounting points while the framerail is marked.

An advertisement for Dakota Digital featuring various digital gauges and accessories. The top section features the Dakota Digital logo with a lightning bolt graphic. Below it, a red banner reads "NEW VHX APPLICATIONS". The main image shows a cluster of five digital gauges: a large speedometer, a tachometer, a fuel gauge, a temperature gauge, and a digital clock. Below this, a red banner reads "VFD SERIES DIGITAL". The bottom section features a digital gauge cluster with a speedometer, tachometer, and digital displays for temperature and fuel level. To the left, a red banner reads "ELECTRONIC ACCESSORIES" and shows a remote control and a digital temperature gauge. To the right, a red banner shows a digital display and a red LED light.

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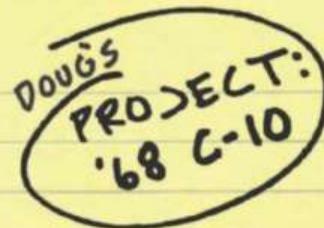
13 Placing the driver's side C-section in place revealed two more rivets that need to be removed. Off with their heads and blow out the bodies.



14 The notch is then cut from the framemail using a plasma cutter. Quicker, cleaner, and with less heat than a cutting torch.



15 After the cuts have been made and the piece removed, the C-section needs to be held in place and the mounting holes marked and drilled. A $7/16$ -inch transfer punch was used to mark the hole locations before they were drilled to size.



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16 Here's the new Totally Tubular rear upper shock crossmember. The small flat plates act as spacers and help reinforce the crossmember and the frame right where the top of the spring mounts. These plates are only used on frames with an additional layer of metal — to fill the gap. This structure will fit inside the framemail and bolt to the inside of the bottom rail.



17 Once again, the rivet holes lined right up with the holes in the new shock crossmember. Bolting it in was a snap.



18 CPP even includes these cool new bumpstops for the C-notches. Often overlooked and rarely installed, these will really help when you are super low and hitting those big bumps in the road you didn't figure in.



19 In addition to mating the trailing arm to the rearend, the U-bolts also mount a track bar bracket, lowering block, and lower shock mounts to the passenger's side trailing arm.



20 A spacer for the driver's side matches the space taken by the track bar bracket on the passenger side, keeping everything nice and level.



21 Track bars and their length are a critical factor in keeping the rearend located. They must move up and down with the suspension and not force the rearend to one side or another. The longer the bar, the less arc it travels and the less deflection caused, keeping the rearend happy and centered.

22 With that in mind, CPP designed a much longer bar than stock and mounted it nice and low off the trailing arm as opposed to the top of the rearend. It uses the same mounting point on the framerail at the opposite end. Once in place, the rearend is centered and the adjustable track bar locked down accordingly.



23 The new upper rear shock brackets are bolted to the new crossmember and supplied shocks are attached.

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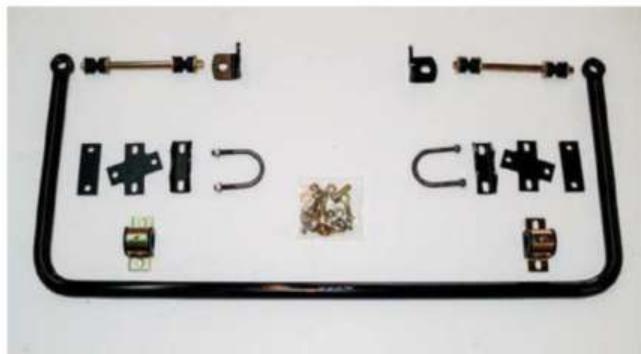
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24 The rear sway bar setup is designed to attach to the trailing arms while the links attach to brackets bolted to the frame. CPP's sway bar kit comes with everything required to bolt up to their trailing arms and will help the truck corner flatter, improving its handling characteristics.



25 The U-bolts attach the mounting brackets to the bottom of the trailing arms. The sway bars mounting bushings will attach to via the two bolts shown.

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26-27 The end link bracket needs to be mounted to the framerail. To do so a hole needs to be drilled in the exact location, which is dictated by the assembled sway bar and end links.



28 With everything bolted up and the chassis back from the powdercoaters, the Bobco CPP-equipped C10 chassis is really looking good!



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Swapping Out Six-lug Axles

29 CPP's five-lug rear axle kit includes everything you need to replace those six-lug axles in any C10 truck. Bobco opted for big 12-inch rotors, single-piston calipers, brake pads, spacers, hoses, and hardware.



30 The first step in removing the old axles is to remove the brake drums. This is accomplished by first backing off the shoes so that the drum can be easily slid off. A slot in the drum may need to be punched out in order to access the drum brake adjuster. A few good raps with a heavy hammer and a punch will give you the access you need.

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31 Once you have a slot, you can stick a brake spoon inside and turn the adjuster to back off the shoes. Once back away, the drum should come right off.



32 Next, the back cover of the rear end needs to be removed. A few bolts (12) and a tap with the hammer should be all that's required to remove the cover. To remove the axles, this rear end requires a $\frac{7}{16}$ -inch socket to remove the special bolt that holds the spider gear pin in. Some are a $\frac{5}{16}$ -inch socket.



33 Once the pin is removed, the axles can be pushed in a touch and the C-clips that hold them in place will fall out, usually to the bottom of the third member housing.



34 With the old six-lug axles and stock brake assemblies removed, the new axles should just slip into place. Don't forget to have the lug studs pressed into the axles before final assembly!



35 Once each axle is slid into place, the C-clips that retain the axle inside the third member can be replaced. There is one for each side. To replace, slip over the end of the axle and give the axle a push out; that will lock it in its recess is sits in. Then the spider gear pin is slid back into place and its retaining bolt reinstalled. Reinstall the rear cover with the new gasket and that's it.



36-37 Any imperfections on the backside of the rearend axle flange will cause problems with the fitment of the brake bracket and need to be addressed before assembly.

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38 The mounting bracket and caliper were attached to the rearend in order to check the amount of shimming necessary in order to center the caliper with the rotor. CPP's kit comes with four shims in two different thicknesses. With everything bolted up it appeared that one of the thinner shims was necessary. Use the "bump" on the caliper as reference for centering the pads on the rotor.



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39-40 Here's the brake assembly installed on the rearend and ready to go.



41 CPP includes this slick brake line clamp so that the brake hose/brake line junction is nice and secure. Disc brake calipers require a section of flexible hose that allows pad replacement without having to open the fluid system.



42 With all these new brakes and suspension components, it is only smart to upgrade the master cylinder while we're at it. This Corvette-style master cylinder that CPP produces tops a brand new booster and bracket that will bolt onto the C10 firewall and connect to the stock pedal. The metering block under the master cylinder is set for the disc/disc combo that we are running. If you are using disc/drum, they have a metering block for that also.

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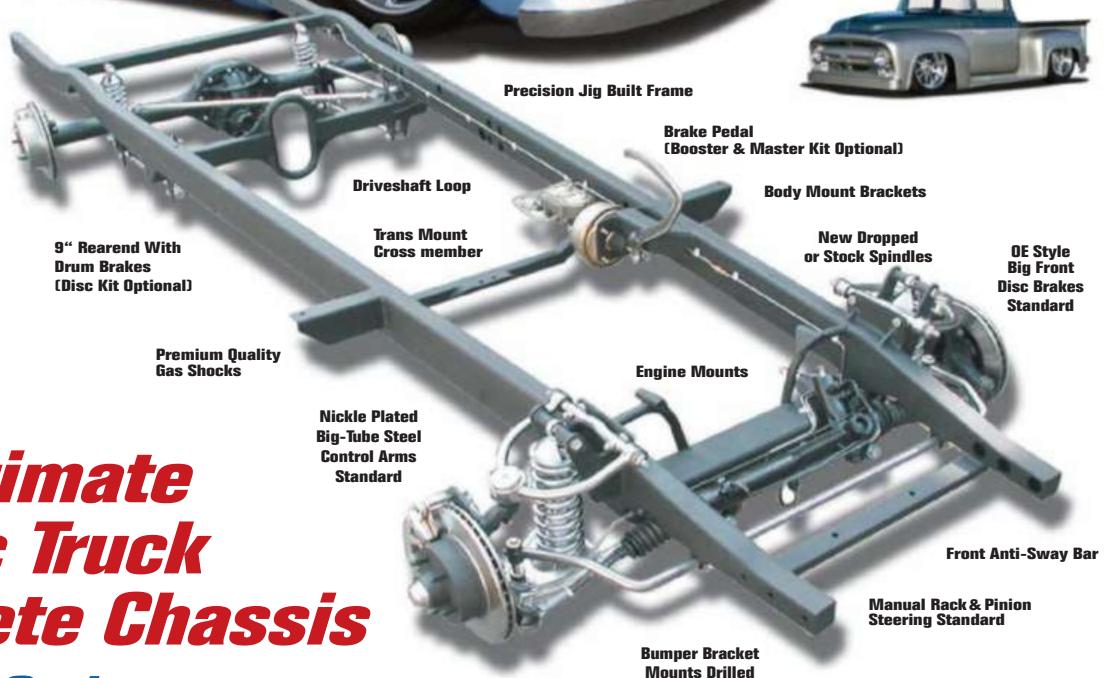
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Stick With It

After 40 Years, Jeff Greening's '59 Chevy Shows No Signs of Slowing Down

Feature Story | • By Phil Schwartze | Photos by Robert McGaffin



It's fun for us to meet people who've held onto their trucks for many years and hear about the numerous iterations they've gone through during that time. Lots of us are forced to part with our projects at the behest of financial obligations, naggy spouses, lack of interest, or just succumbing to the pessimism of thinking that it would never get finished. We often look back and regret that decision, realizing that the project could have come to fruition if we'd just kept it a bit longer. Jeff Greening bought this '59 Chevy Apache in 1975 for \$250 and managed to hang on to it all these years. And unlike many of us poor saps who acquiesced to the pressures of the time, he'll never be saying "coulda, shoulda, woulda."

Jeff's father and grandfather were both Chevrolet dealers and that gave him the opportunity to enlist some help in fixing it up when he first bought it. He installed a Nova subframe in it, replaced the six-cylinder with a 283, and C-notched the rear. Jeff drove the truck that way for 20 years, but was never quite happy with the way it drove; however, he never abandoned his vision of fixing it up one day. He also entered into the automotive customizing

What Works



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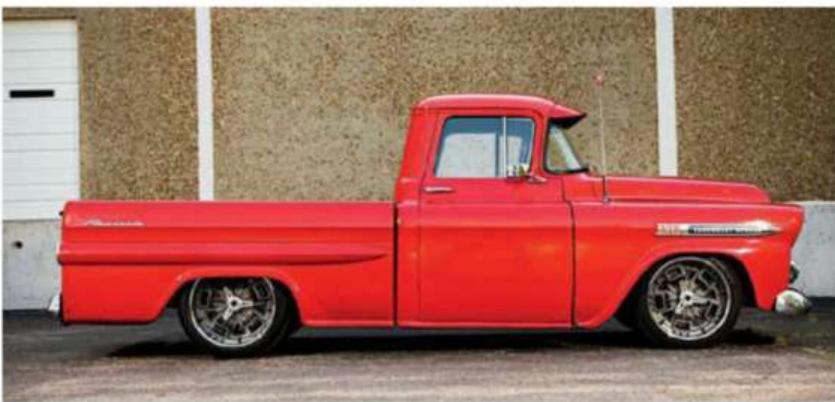


business with his son Jesse and they are the proprietors of Greening Auto Company. About a year ago, the rebuild process started, and from stem to stern it's clear Jeff and Jesse left no stone unturned in resurrecting it.

Gone are the days of the Nova components (and everything else underneath) and the truck now rides on a full Roadster Shop chassis with JRI coilovers, C5 Vette spindles, and 14-inch Baer brakes. A Tiger Quick Change rearend with 3.40 gears and Moser axles rounds out the picture with custom wheels at all four corners made by Greening Auto Company and wrapped in Pirelli rubber.

The '59's powerplant is quite a beauty. The 5.3L aluminum GM engine has been tricked out with a COMP cam, PRC radiator, Spal fan, and Borla eight-stack injection sitting on a manifold that Jeff's company made, along with the 2.5-inch exhaust and 19-gallon fuel tank. It's all tied to a 4L60E trans from Bowler transmission and Street and Performance headers funnel out the spent fumes.





Aesthetically Jeff didn't deviate from the stock appearance much, and it even still sports the Glasurit GM Red code 75 paintjob he did on it back in the '70s. The outside mirrors are '78 GM pickup and the rear bumper is from a '63. The bed floor was raised 3 inches and wheelwells widened by 3. Jeff did the bed floor 40 years ago out of red wood and it still remains.

The interior was insulated with Dynamat and the original seat was recovered in black leather by M&M Custom Auto Interiors, while Jeff and Jesse did the door panels. An ididit column is topped with an '80s Vette steering wheel and sits below a



cluster of Classic Instruments gauges. A Vintage Air unit keeps those Nashville summers cool and a JVC double din head unit gets blasted through Kicker speakers. It all comes to life through an American Autowire harness.

Hard to believe this truck was originally had for what most of us would now consider pocket change. Thankfully Jeff had the wisdom to hang on to it and complete his vision, and he's still taking it to car shows after 40 years. Hopefully the car bug will stay in the family and new generations of Greenings will continue to crank out some awesome rides. ☺



1959 CHEVY APACHE FLEETSIDE

JEFF GREENING

CHASSIS

► **FRAME:** ROADSTER SHOP
► **REAREND / RATIO:** TIGER QUICK CHANGE / 3.40:1

► **REAR SUSPENSION:** JRI COILOVERS
► **REAR BRAKES:** 14-INCH BAER

► **FRONT SUSPENSION:** C5 VETTE SPINDLES, JRI COILOVERS
► **FRONT BRAKES:** 14-INCH BAER

► **WHEELS:** GREENING AUTO COMPANY 19X10 FRONT, 20X12 REAR

► **TIRES:** PIRELLI P ZERO 245/40ZR19 FRONT, 305/35ZR20 REAR

► **GAS TANK:** 19-GALLON CUSTOM

DRIVETRAIN

► **ENGINE:** 2009 CHEVROLET 5.3L

► **HEADS:** STOCK

► **VALVE COVERS:** GREENING AUTO COMPANY

► **MANIFOLD / INDUCTION:** GREENING AUTO COMPANY / BORLA EIGHT-STACK

► **EXHAUST / MUFFLERS:** 2.5-INCH / BORLA

► **TRANSMISSION:** 4L60E

BODY

► **STYLE:** PICKUP

► **MODIFICATIONS:** BED FLOOR RAISED 3 INCHES, WHEELWELLS WIDENED 3 INCHES

► **BED:** RED WOOD

► **BODYWORK AND PAINT BY:** JEFF GREENING

► **PAINT TYPE / COLOR:** GLASURIT GM CODE 75 RED

► **HEADLIGHTS / TAILLIGHTS:** STOCK

► **REAR BUMPER:** '63 CHEVY

► **MIRRORS:** '78 CHEVY

INTERIOR

► **DASHBOARD:** STOCK

► **GAUGES:** CLASSIC INSTRUMENTS

► **WIRING:** AMERICAN AUTOWIRE

► **AIR CONDITIONING:** VINTAGE AIR

► **STEREO:** JVC AND KICKER SPEAKERS

► **STEERING WHEEL:** '80S VETTE

► **STEERING COLUMN:** IDIDIT

► **SEATS:** STOCK

► **UPHOLSTERY BY:** OWNER AND M&M CUSTOM AUTO INTERIORS

► **MATERIAL / COLOR:** LEATHER / BLACK

► **CARPET:** BLACK



TWICE PIPES, TWICE

Custom Exhaust Outlets on an F-100

by Kev Elliott

The owner of our project F-100 had always been keen on the idea of four exhaust pipes exiting through the rear pan, but the actual design was never pinned down until he spied concept pictures of the new Corvette. With a quartet of tightly grouped pipes exiting through raised sections, each with their own bezel, it was something he was keen to emulate. Now it was down to us to make it a reality! While searching for something else, we



01 Hot Rods & Custom Stuff sell these panels intended to french 1950 Pontiac taillights into a flat or gently curved panel. We'll modify them to fit our roll pan and flip them round so they protrude rather than be recessed.

SOURCES

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02 We'd previously sprayed a quartet of circles on the pan to get an idea of what the exhausts might look like. The final layout will actually be slightly wider and higher, owing to the increased diameter of the panels we'll be modifying.



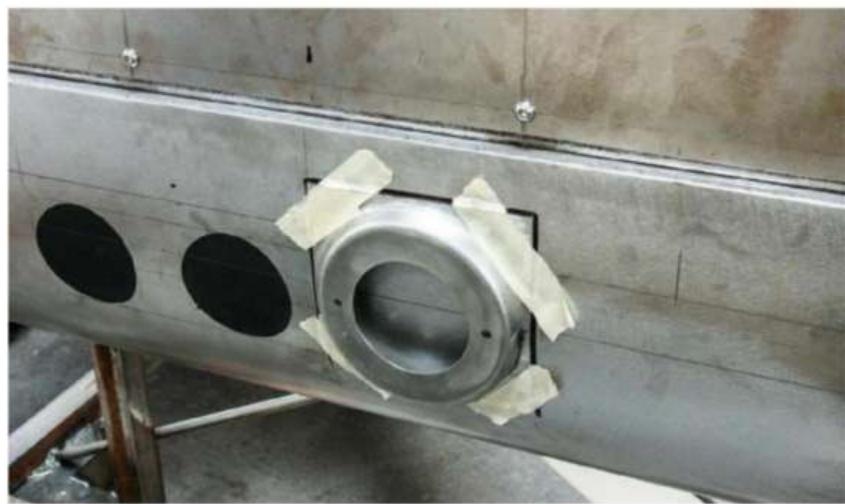
03 While the top halves of the panels will mate to the vertical upper portion of our pan, the lower halves will require a gentle curve to match the rollpan. As the mounting flanges need to remain flat, we needed to cut the steel just below the flange on the bottom halves. A Sharpie taped to a piece of flat steel served as a guide.



04 Once the panels were cut, we used nothing more exotic than a vise to gently bend the lower section of each panel.



05 Before and after. This illustrates just how much the roll pan curves.



06 Working from the center outwards, we taped the first panel in place on the marked centerline, and marked the pan to be cut.

07 With the pan cut to allow the new panel to fit flush, and the top tacked in place, we cut the lower section away and moved it down the curve of the pan until the taper matched that at the top (as illustrated by the steel rule).



08 The resulting gap was filled with steel shaped to fit, then the second panel was installed in a similar manner. We used a length of angle to ensure the bezel mounting flanges aligned.



09 The third section was installed in the same way. Each section was clamped as shown to ensure they were vertical as well as aligned horizontally.

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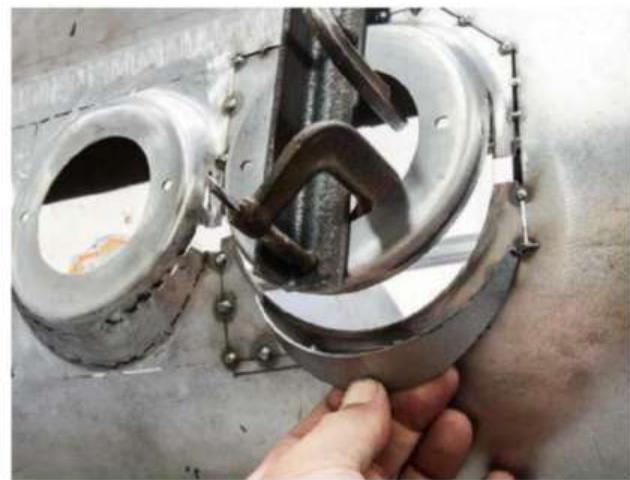
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10 The last section going into place. All are just tacked in place here, with the tack welds ground down as each panel was installed.

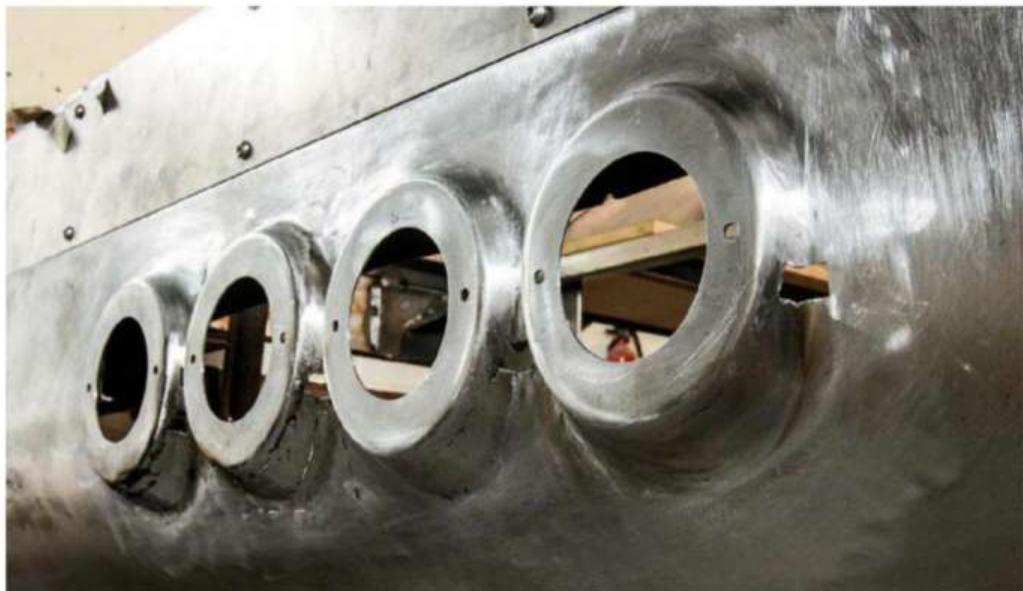


11 This illustrates the curved section fabbed to "fill in" the gap at the bottom of each section. Card templates make these simple to form, before rolling them to shape in a slip roll.



12 Once everything was tacked in place, we started finish welding, in short sections at a time to minimize warping.

13 Almost there, just the small sections where the lower halves were dropped to fill in now.



stumbled upon a '50 Pontiac taillight bezel, which switched on a light bulb in our head. Hmm, what's the diameter of the "hole?" Turns out it was $3\frac{1}{8}$ -inch, meaning a 3-inch tailpipe would pass through it with $\frac{1}{16}$ -inch to spare around the circumference. Perfect! Now, how to form the raised sections to mount them to?

This was made doubly difficult owing to the fact the exhausts were to exit through the roll pan on the curved section. We toyed with the idea of machining dies to



14 Finish welded and sanded smooth, there's very little body filler required, ideal in an area that will likely see more heat than most painted parts of the truck.



15 Here's an idea of what the finished exhaust outlets will look like, with the pipes exiting through the chrome bezels.

press the panels, but ruled it out owing to the complexity of the machining. Just as we'd almost resigned ourselves to fabbing them from scratch, we happened to shoot a feature car for sister-title *Street Rodder Magazine*, and noticed it had '50 Pontiac taillights frenched into the rear panel. Now if we could make them protrude, rather than be recessed, we'd have what we needed. We then remembered seeing such panels somewhere, and a little

Internet research revealed that Hot Rods & Custom Stuff manufacture them. Perfect! We ordered four, and simply turned them back to front.

Of course, to make them fit the curved pan we had to modify them, but they saved a whole heap of fabrication time, and provided the radiused edge to the bezel mounting flange we desired. Sure, it was a lot of work, but we're pretty confident it'll be the only Effie out there with 'em! ☘



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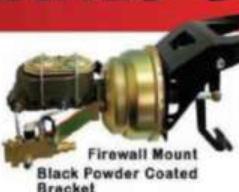
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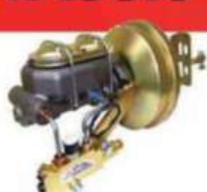


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EASY ACCESS

Installing Dakota Digital's Remote Entry Kit

by Ron Ceridono | photos by Jason Scudellari

One of the cool customizing tricks that has been around forever is shaving off outside door handles. But while the clean, uncluttered look was cool, the obvious issue was finding some means of opening the door from the outside. Early on, methods to do this ranged from reaching through an unlocked vent window to get at the inside handle and some crude cable release systems. The more sophisticated approach was the use of a starter solenoid activated by a hidden button to trip the door latch, but more often than not these trouble-prone systems were better at keeping the doors locked than opening them. Thankfully, modern electronics have filtered down to the aftermarket and a reliable means of activating electric door latch mechanisms can be the key fob in your pocket.

One of the leaders in custom automotive instrumentation and electronics is Dakota Digital and among their offerings are several variations of remote entry kits that provide anywhere from two to 10 functions. Depending on the configuration, they can raise and lower windows, lock and unlock power door locks, and

release latches like those on doors, trunks (or tailgates), hoods, and almost anything else you can think of.

A number of years ago Jason Scudellari deleted the outside door handles of his chopped '49 Chevy pickup, but only recently did he decide to update it with electronic releases. Jason chose Dakota Digital's

CMD 4001X remote entry kit that includes a CMD 4000 four-function control unit, two PDR-2 35-pound pull solenoids, and two XMT-4 four-button remote transmitters. A unique safety feature of the CMD 4000 series controls is that the system is disabled when the ignition is on to avoid accidental door opening

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01 Dakota Digital offers a variety of remote entry options, this is the CMD 4001X kit. It includes the solenoids (upper left) receiver (upper middle) wiring harness, relays (lower left), and key fob transmitters (lower right).



02 The position of the solenoids is critical, in this case the options were limited due to the window regulator and tracks.



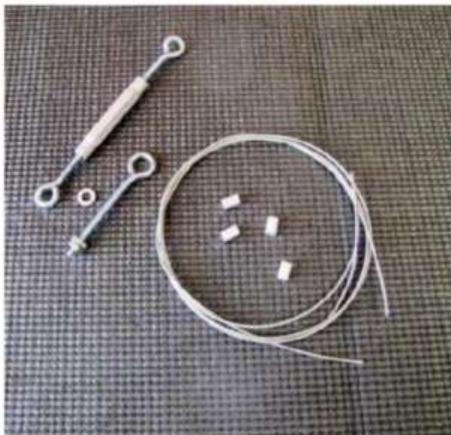
03 Due to the location of the solenoids Jason had to figure out how to get a straight pull on the door latches. Here he maps out his strategy using a square for a straight edge.



04 After marking the pattern for the mounting brackets on the door, holes for the attachment hardware were drilled.



05 To connect the solenoids to the latches, Jason devised a system using cable, crimp sleeves, turnbuckles, and eyebolts.



06 Since they were in great shape Jason retained the original door latches.



during vehicle operation. An emergency release switch can be concealed on the underside of the vehicle should the door ever be closed with the motor running and you on the outside. Pressing this button will allow reentry to the vehicle even though the remote control system is disabled.

Installing Dakota Digital's entry system isn't complicated, but it does require planning and attention to detail. The solenoids must be securely mounted and the pull (or push) on the levers that release the original or

bear claw latches should be as straight as possible. The receiver should be mounted to allow easy access to the wiring and the electrical source must be able to deliver up to 10 amps for standard door actuators or 30 amps for higher-power solenoids. In addition, the power supply for the actuators should not be used to feed any device that has a high-current requirement such as a power window, power seat, or fan. For those who have more than one vehicle with a CMD-4000 system all of the transmitters can be programmed

to operate more than one receiver and each receiver can "learn" up to four transmitters.

While simply opening the doors was the goal in this case, the Dakota Digital system is capable of doing much more. As they explain it, each key chain transmitter has four buttons that activate independent channels when pressed. Button one activates the driver's door latch on channel 1; button two activates the passenger door latch channel 2. In addition, three more channels can be activated by pressing

button one and any of the other three buttons at the same time. Button three can activate an external relay to power another solenoid on channel 3; button four can do the same on channel 4.

But we're not done yet – pressing buttons one and two at the same time activates an external relay on channel 5, pressing buttons one and three at the same time activates an external relay on channel 6. Pressing buttons one and four at the same time activates an external relay on channel 7 for half a second. Additionally, when the ignition key is on, the remote outputs for channels 1, 2, 3, and 4 are disabled (the safety feature described earlier). This disables the key chain transmitters only; the override switches will not be disabled. The remote outputs for channels 5, 6, and 7 will operate whether the ignition is on or off.

Installing the Dakota Digital remote entry kit is easy, it provides convenience and security and can be used to operate a variety of remotely controlled functions – and it's a whole lot better than reaching through the windwing to open a door. ☺



07 To provide additional mechanical leverage, the release levers on the latches were lengthened.



08 Cables looped through the release levers and secured with crimp sleeves trip the latches.



09 Lightweight aluminum turnbuckles connect the cables on the latches and those on the solenoids.



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10 As well as connecting the two sections of cable, the turnbuckles provide a means of adjusting tension on them.



11 To get a straight pull on the door latch the release cables run through guides made from shortened eyebolts.



12 Wiring the receiver is a simple plug-and-play operation.

13 Dakota Digital's safety feature that keeps the doors from opening at the wrong time is simply wired into the ignition switch.



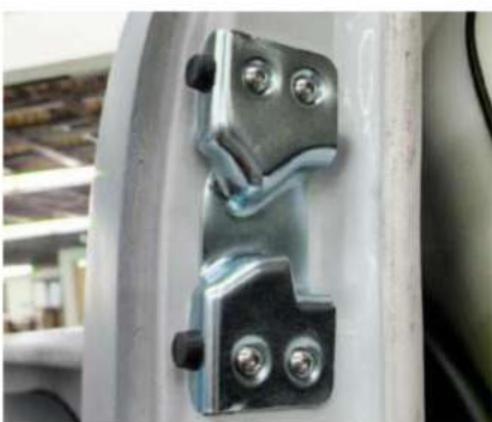
14 The only wires inside the doors connect to the solenoids. Those wires leading from the body to the doors should be adequately protected to prevent pinching and chaffing.

15 To eliminate the wires running through the doorjambs entirely and for a clean appearance Dakota Digital offers the Magnum Shooter electrical connectors.



16 For security, Dakota Digital transmitters are serial number coded.

17 As part of the doors' updates, new striker plates from LMC Truck were installed.



18

Connecting the inside handles to the latches are stock-style links from LMC.



19 The door handle mounts, called relays, come from LMC with the links installed. They bolt in place just like the originals.



20 A pair of small discs come with the LMC replacement door handles; they go on the outside of the upholstery panels.



21 The reproduction door handles are held in place with a set screw. Note the protective disc between the handle and the upholstery.

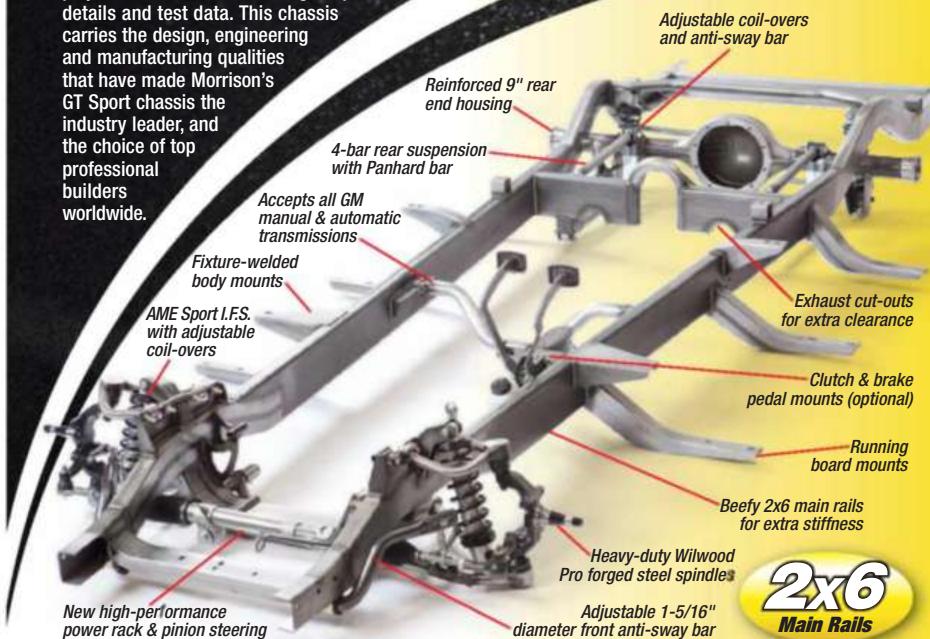


22 With the new handles from LMC and the upholstery back in place, the doors work normally from the inside — from the outside they open with the push of a button.

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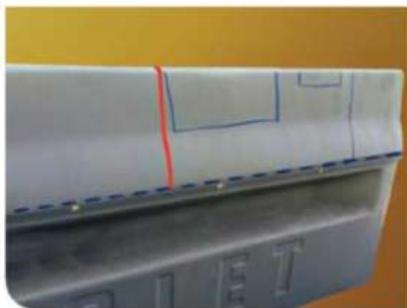
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Professor Hammer's METALWORKING TIPS

by Ron Covell | covell@cruzio.com

Q. I'm repairing some damage on my tailgate. Should I replace the individual pieces outlined with a blue marker, or replace the entire panel, from the dotted blue line up? Should I roll the top edge over, making a step, or stop at the bend where it attaches to the inner panel? And last, the inner original inner panel has indentations $\frac{9}{16}$ -inch in depth to allow spot welding the outer and inner panels together. I am waiting to see if my machine shop can make a set of offset rollers for my bead roller. Any information would be helpful.

John McGinnis
Via the Internet



>This month we'll discuss some different strategies for repairing the damage on this tailgate.

A. My recommendation would be to make a full width replacement panel that goes from the dotted line up over the top of the tailgate, with a flange that points toward the cab, forming the top surface. This places all the welds in areas that are strengthened by their shape, so they should distort very little, and be relatively easy to finish. Of course you would weld this into place by skipping around with



lots of little "spots," to keep the heat, and distortion, to a minimum.

If you don't have the equipment to make a replacement panel this size, I would consider another option.

I estimated the length of weld on the three rectangular sections you marked, as approximately 21 inches. If you made a single rectangular replacement panel, with one edge on the red line I placed on your photo, and the other edge on the dotted line, the length of the welded seam would be approximately 17 inches – almost 25-percent shorter! The longest weld would be on a peak, making it less likely to distort, leaving only one short weld on the flat, vertical portion of the panel.

I'm a bit confused about how you would use $\frac{9}{16}$ -inch offset dies. Would this be to make a replacement panel for the inside of the tailgate? It's really not feasible to make a $\frac{9}{16}$ -inch step in sheetmetal with a beading machine, especially if you need to turn corners.

If you do want to make a new inner panel, perhaps it could be flat, or flat with some shallow embossed areas, and you could rosette weld a spacer between the inner and outer skin.

Q. I read your article each month, and have gained a lot of insight into many facets of metalworking. Although I am 70, and have been doing this for a long time, I am doing some extensive body modifications, and want to smooth two long welded joints with lead. I have very limited experience in leading.

My question is, should I alternate from side to side with the lead, or start at the front of the panel, and go all the way to the back on each side? Any advice on this would be greatly appreciated.

Paul
Via the Internet

A. There is a very good reason to "move around" when doing a lot of welding on sheetmetal panels. Allowing each section to cool before moving on will decrease the amount of distortion that you'll get, which makes the finish work much easier.

Leading is a different story. When working with lead, you're working at a lower temperature, and the heat is spread out over a much larger area, so warping the metal is not nearly so much of an issue as when welding. Also, there is a pretty small "window" of temperature you need to maintain, where the lead is plastic, and it really helps if you can keep everything warm as you are working the solder. Having to build up the right amount of heat when starting with a cold panel takes a lot of extra time, and it would be a pretty inefficient way to work.

You can email your questions to Professor Hammer at covell@cruzio.com, or mail to Professor Hammer, c/o CLASSIC TRUCKS Magazine, 1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705. You'll receive a personal reply! We'll print your name and city unless you request otherwise. Ron Covell has made many DVDs on metalworking processes, and he offers an ongoing series of workshops across the nation covering all aspects of metalworking. Check them out online at www.covell.biz, or call for a current schedule of workshops and their free catalog of DVDs. Phone 800-747-4631, or 831-768-0705. You can send a request by mail to: Covell Creative Metalworking, 106 Airport Blvd. #105, Freedom, CA 95019. You'll also enjoy Ron's YouTube channel: youtube.com/user/covellron.

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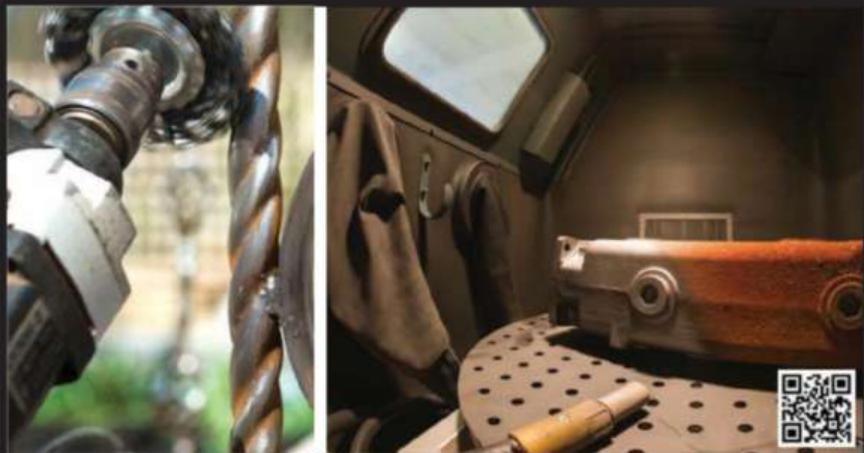


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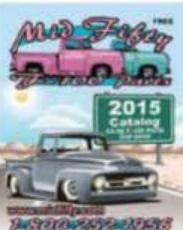
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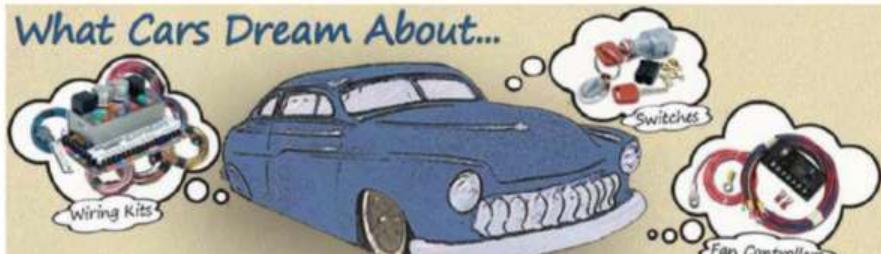
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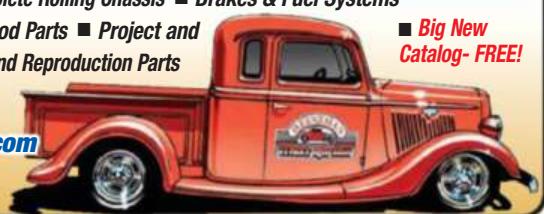
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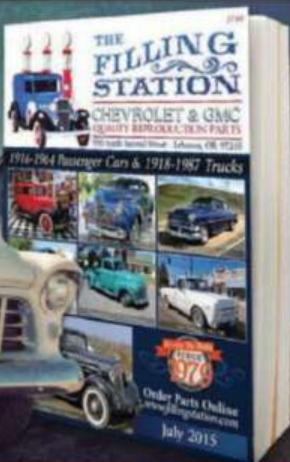
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- 1973-83 Chevy C/K Truck
- 1984-87 Chevy C/K Truck
- 1988-94 Chevy C/K Truck
- 1973-83 GMC Jimmy
- 1984-87 GMC Jimmy
- 1988-94 GMC Jimmy
- 1973-83 GMC Suburban
- 1984-87 GMC Suburban
- 1973-79 Ford truck Suburban

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by Ken Lorek



★This panel delivery was found in rural Decatur, Michigan (population 1,800). Ford built this model in 1942, 1946, and 1947, with minimal changes between the years.

The crunched in top was the product of an incident in a lumberyard and poses a bit of a problem to the potential restorer. A small amount of rust for a Midwest vehicle is present, along with a handful of routine dings



and dents. There may even be a bullet hole or two in the rear doors.

With the required bodywork that will be both extensive and expensive, it appears this old Ford may not be returning to the road anytime soon. ☠



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Chevy D.U.I. Distributors

The Chevy D.U.I. Distributor was the first, and still is the best performance H.E.I. Distributor. Inferior copy cats have come and gone, but the D.U.I. remains the most popular choice for hot rodders around the globe. A super smooth advance curve is machine calibrated, providing you with instant throttle response, while eliminating engine damaging detonation. The 50,000 Volt D.U.I. Coil teams up with our high dwell Dyna-Module, allowing you to run a massive .055" plug gap. 8, 6, & 4 cyl. applications are available.



SB & BB Dodge D.U.I. Distributors

Mopar owners can also benefit from D.U.I. technology, with our one-piece ignition systems for Dodge and Chrysler small and big block powerplants. Also available for the 331-354-392 & 426 HEMI'S! Our Dodge D.U.I. distributors feature the same battle tested components as our other proven counterparts. With its one-wire hook-up, dual bushing design, resistance to heat, dirt, and vibration, this unit is both simple and bullet proof...and its performance is unmatched.



DUI for Early Chevy In-Line 6 Cyl.

Performance Distributors is now offering the D.U.I.-Davis Unified Ignition for 1949-1962 216-235-261 c.i. Chevy InLine 6 Cylinder motors. The D.U.I. is a one-piece, one-wire distributor. The D.U.I., which is fully electronic, eliminates the hassles of changing points and makes for a much cleaner installation than other aftermarket systems that make a maze of messy wiring. The 50,000 Volt D.U.I. Coil, which is inside the cap, allows you to open up your plug gaps to .055". This burns your fuel more completely. The Dyna-Module, which is located inside the distributor, has more electronic dwell time built into it.



LS S.O.S.

If you're performing an LS swap into your classic truck, we have the best coil on plug ignition system available. S.O.S.-Sultans of Spark coils allow you to open up your plug gaps to .065" burning your fuel more completely. Great to run with programmers and tuners. Utilizes superior thermal epoxy for durability.



ZZ Crate Engine D.U.I.'s

Our Street/Strip Chevrolet DUI Distributor is now available for the popular ZZ series crate engines! This new DUI (Davis Unified Ignition) is designed for the ZZ-4, ZZ-454 and ZZ-502. A special timing curve and a melonized gear sets this distributor apart from our standard DUI. The advance weights and springs are tuned specifically for these crate engines. The optimized curve provides instant throttle response and maximum performance all through the RPM range without any pre-detonation. The melonized gear is installed for proper meshing with the roller cam.



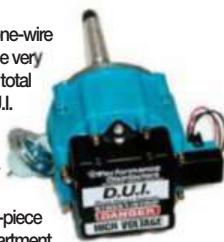
Ford D.U.I. Distributors

Hot Rodding demands faultless reliability and "right now" performance. Which is why the D.U.I. Ford distributor is the perfect choice for your hot rod engine. The Ford D.U.I. eliminates the maze of wiring found on stock Ford electronic ignition systems. Built for durability, as well as performance, the Ford D.U.I. has an upper and lower bushing, unlike the stock Ford distributors with only one bushing. For those of you who don't like the H.E.I. style distributor, we also offer a full line of stock appearing Ford Duraspark Distributors.



Flathead Ford D.U.I.

The D.U.I. For 1949-'53 Flathead Ford motors is a one-piece, one-wire distributor. The D.U.I. Personifies craftsmanship. Because of the very unique shape of the Flathead Ford combustion chamber, less total timing is required than other motors. Due to this fact, each D.U.I. is calibrated on a distributor machine so that your mechanical advance, vacuum advance, and initial timing are set exactly where your motor needs it for maximum performance. Wider plug gaps of .05"-.055" are recommended to enhance the Flathead's combustion process. The D.U.I. distributor's one-piece design is easy to install and cleans up your engine compartment. Voltage output does not drop under load, while you are accelerating. This feature provides instant throttle response and more power.



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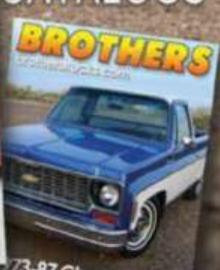
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